U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION TYPE CERTIFICATE DATA SHEET P3BO	TCDS NUMBER: P3BO REVISION: 6 MT-PROPELLER COMPANY MODEL: MTV-14-(B), (-D) April 15, 2014

Propellers of models described herein conforming with this data sheet (which is part of Type Certificate No. P3BO) and other approved data on file with the Federal Aviation Administration, meet the minimum standards for use in certificated aircraft in accordance with pertinent aircraft data sheets and applicable portions of the Federal Aviation Regulations provided they are installed, operated, and maintained as prescribed by the approved manufacturer's manual and other approved instructions.

TYPE CERTIFICATE (TC) HOLDER: MT-Propeller Entwicklung GmbH
Airport Straubing-Wallmühle
D-94348 Atting
Germany

TYPE: Hydraulic constant speed with reversing and feathering feature (See Notes 3 & 4)

ENGINE SHAFT: See Note 1 of this TCDS.

HUB MATERIAL: Aluminum alloy

BLADE MATERIAL: Laminated wood composite structure, epoxy-fiber glass cover, with leading edge and erosion protection.

HUBS: See Note 1 of this TCDS.

NUMBER OF BLADES: 4 (four)

DESIGN SERIES: MTV-14-B,-D

HUB-TYPE MTV-14 See Note 1	BLADES See Notes 2 & 6	MAXIMUM CONTINUOUS		<TAKE OFF>		NOMINAL DIAMETER Max		Min		BLADE TWIST *)		APPROPXI-MATE WEIGHT **), ***)	
		HP(kW)	RPM	HP (kW)	RPM	inch	(cm)	inch	(cm)	Min	Max	lbs.	(kg)
( )-17, ( )-24, ( )-26, ( )-30, ( )-32, ( )-36, ( )-39, ( )-40, ( )-53, ( )-56, ( )-57, ( )-59, ( )-100, ( )-101, ( )-105, ( )-113, ( )-114, ( )-115, ( )-117, ( )-118, ( )-119, ( )-130, ( )-301		350 (261)	2700	350 (261)	2700	76.8	195	61.0	155	5	50	55	(25)

*) The limits of the blade twist are defined between .20 and 1.00 blade radius
**) Propellers with the Option "Feather" are approx. 11 lbs. (5kg) heavier
***) Propellers with the Option "Feather" and "Reverse" are approx. 17 lbs. (8kg) heavier

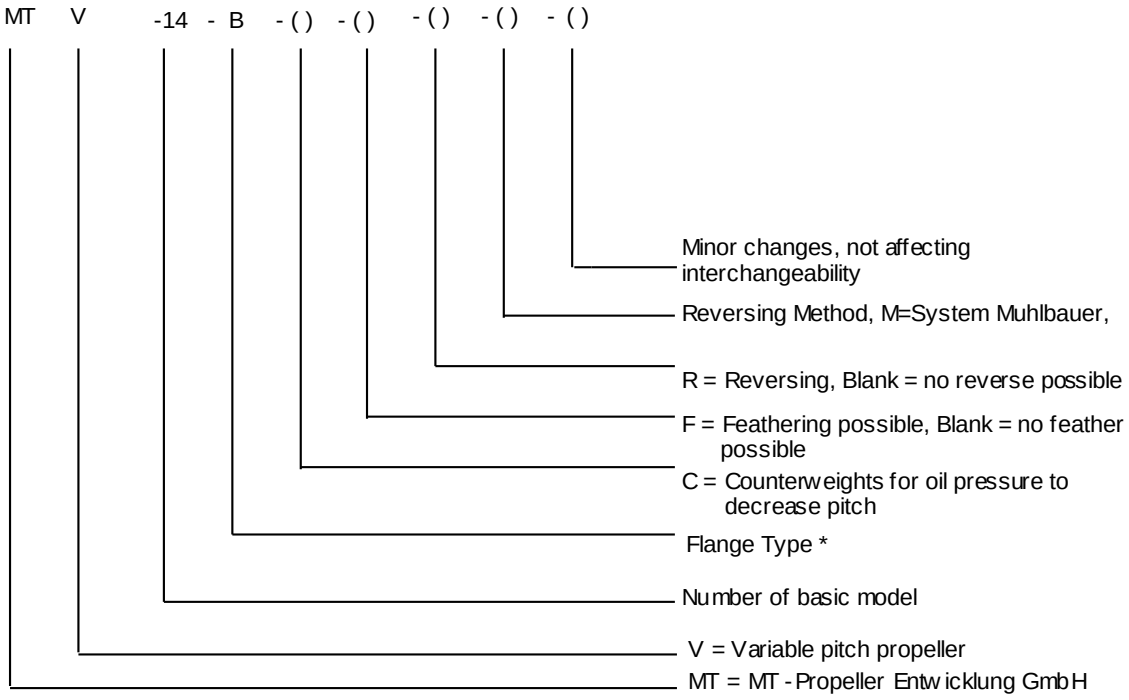
CERTIFICATION BASIS: The U.S. certification basis determined under Section 21.29 of the FAR and Bilateral Airworthiness Agreement between the United States and the Federal Republic of Germanys FAR 35, effective February 1, 1965, Amendments 35-1 to 35-7, inclusive.

European Aviation Safety Agency (EASA) type certificated this propeller under type certificate EASA P.017. The FAA validated this product under U.S. Type Certificate Number P3BO. Effective September 28, 2003, the EASA began oversight of this product on behalf of the Federal Republic of Germany.

TC (IMPORT) NO.	EASA P.017
TC APPLICATION DATE:	October 5, 1992; April 1, 1998; May 14, 2002
TC ISSUED	April 15, 1993; April 2, 1999
IMPORT REQUIREMENTS:	To be considered eligible for installation on U.S. registered aircraft, each propeller to be exported to the United States shall be accompanied by a Certificate of Airworthiness for export endorsed by the LBA on behalf of the European Community which contains the following language: (1) This propeller conforms to its United States type design (Type Certificate Number P3BO) and is in a condition for safe operation. (2) This propeller has been subjected by the manufacturer to a final operational check and is in a proper state of airworthiness. Reference FAR Section 21.500 which provides for the airworthiness acceptance of aircraft engines or propellers manufactured outside the U.S. for which a U.S. type certificate has been issued. Additional guidance is contained in FAA Advisory Circular 21-23, Airworthiness Certification of Civil Aircraft, Engines, Propellers and Related Products, imported into the United States.

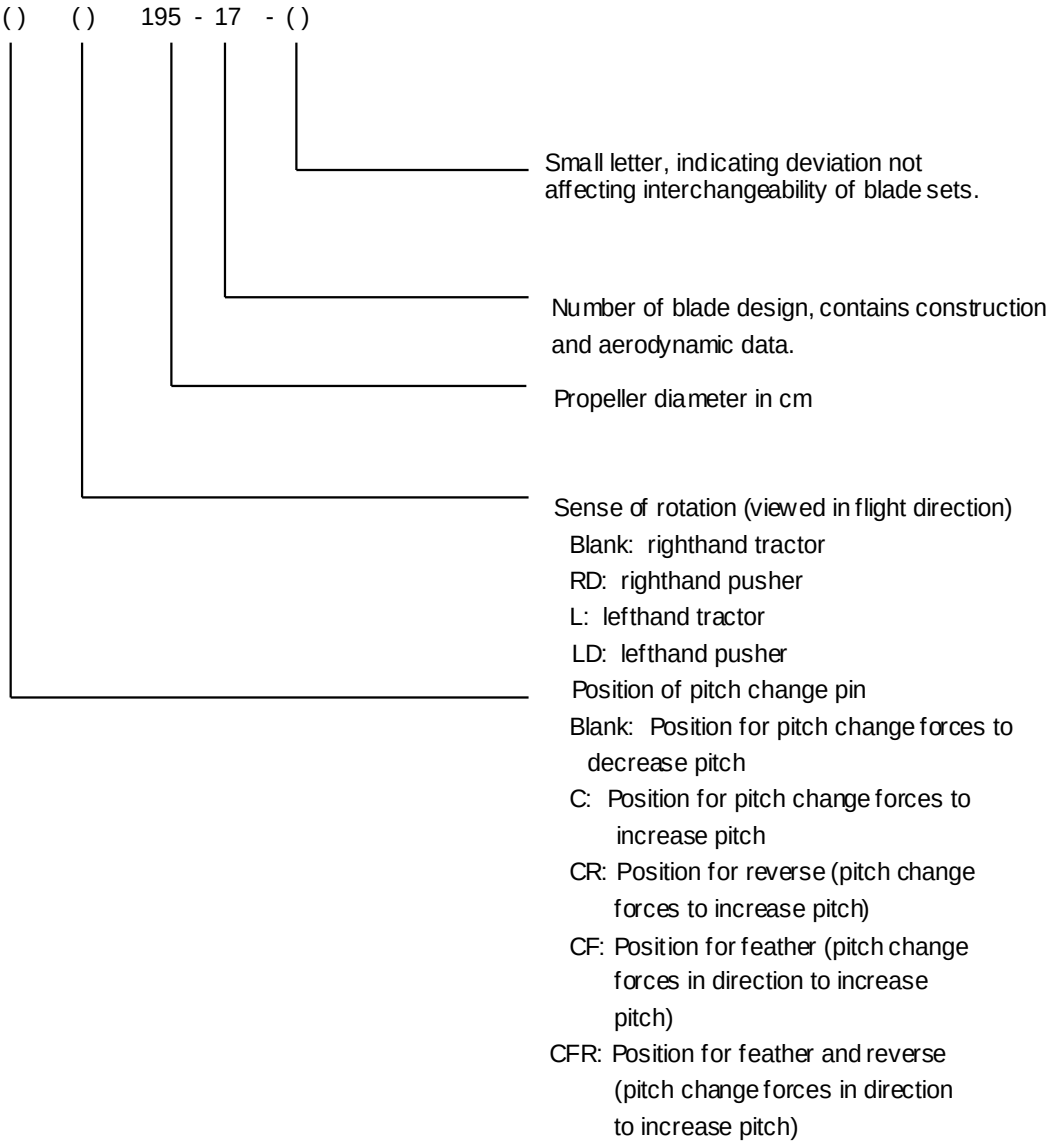
NOTES

NOTE 1: HUB MODEL DESIGNATION:



* Flange:
B = AS-127-D, SAE No. 2 mod., 1/2" mounting bolts
D = ARP 502

NOTE 2: Blade Model Designation:



NOTE 3: Pitch Control:

Pitch control is accomplished by a standard governor or by the MT-Propeller Hydraulic Propeller Governor Installation, P-480-( ) for the reversing option -R(M). Applicable standard governors are published in the FAA-approved list MT-Propeller Service Bulletin No. 14.

The P-480-( ) is a single acting pump governor, but dual pressure system design enables the hydraulically variable pitch MT propellers to operate with reverse capability. P-480-( ) also incorporates feathering capability.

Time Between Overhauls (TBO) for P-480-( ) governor is published in MT-Propeller Service Bulletin No. 1( ).

NOTE 4: (a) Feathering:
Model incorporates feathering and unfeathering features by means of counterweights and springs with governor operation of P-480-( ).
(b) Reversing:
Model also incorporates reversing feature by P-480-( ) with additional functions.

NOTE 5: Right & left hand models: A version of the approved model with opposite hand rotation is approved at the same rating and diameter limitations.

NOTE 6: Interchangeability: Not applicable

NOTE 7: Accessories:
(a) Propeller Spinners: According to FAA-approved list published in MT-Propeller Service Bulletin No. 13.
(b) Propeller Governors: According to FAA-approved list published in MT-Propeller Service Bulletin No. 14.
(c) Deicing Systems: According to FAA-approved list published in MT-Propeller Service Bulletin No. 15.

NOTE 8: Shank Fairings: Not applicable

NOTE 9: Special Limits: Not applicable

NOTE 10: Special Notes:
(a) Aircraft installations must be approved as part of the aircraft type certificate and demonstrate compliance with the applicable aircraft airworthiness requirements.
(b) All MTV-14 propellers are to be operated within the limits of MT-Propeller Operation and Installation Manual No. E-124 for non reversible propellers and No. E-504 for reversible propellers, and adhere to the TBO-limits shown in Service Bulletin No. 1( ).
(c) Propeller Maintenance, on overhaul, and airworthiness limitations shall be accomplished in accordance with MT-Propeller Overhaul Manual No. E-220 for non reversible propellers and No. E-519 for reversible propellers, latest revision.

NOTE 11: Service Information:
Each of the documents listed below must state that it is approved by the European Aviation Safety Agency (EASA) or – for approvals made before September 28, 2003 – by the LBA. Any such documents are accepted by the FAA and are considered FAA approved.
- Service bulletins,
- Structural repair manuals,
- Vendor manuals,
- Aircraft flight manuals, and
- Overhaul and maintenance manuals.

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